

**Amendments to the Claims:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

1 – 14. (Canceled)

15. (Currently Amended) A vehicle seat for a motor vehicle, comprising:

an upholstery part made of a hard foam part and a soft foam pad, wherein the upholstery part is designed as a seat part, wherein the hard foam part defines a first surface having a first portion shaped to be congruent to a contour of an upper surface of a vehicle floor, wherein the seat part is configured to be switchable between a use position with the first portion of the first surface of the hard foam part being configured to positively engage with the contour of the upper surface of the vehicle floor when in the use position, and a not-in-use position; and

a hinge mechanism configured to release the first portion of the seat part from the vehicle floor and shift the seat part into the not-in-use position,

wherein the hinge mechanism comprises a first hinge arm connected at a first end to the vehicle floor and a first hinge connecting a second end of the first hinge arm to the hard foam part,

wherein the first hinge is pivotable about a first axis,

wherein the first hinge is latched to the hard foam part via a connection directly affixed to material of the hard foam part, and

wherein the hinge mechanism is connected to the seat part such that the hinge mechanism does not transfer weight of a vehicle occupant into the vehicle floor during a crash.

16. (Previously Presented) The vehicle seat of Claim 15, wherein the hard foam part is composed of expanded polypropylene particle foam.

17. (Previously Presented) The vehicle seat of Claim 15, wherein the upper surface of the vehicle floor includes a portion which extends vertically and essentially transversely with respect to a direction of travel of the vehicle; and

wherein the first portion of the first surface of the hard foam part extends approximately parallel to the portion of the upper surface.

18. (Previously Presented) The vehicle seat of Claim 17, wherein the portion of the upper surface of the vehicle floor comprises an arch, the arch running approximately horizontal and transverse with respect to the direction of travel; and

wherein the first portion of the first surface of the hard foam part includes a first recess, which runs approximately parallel to the arch.

19. (Previously Presented) The vehicle seat of Claim 18, wherein the first surface of the hard foam part has a second portion, and wherein the second portion of the first surface of the hard foam part includes a second recess configured such that the arch of the vehicle floor fits within the second recess when in the not-in-use position.

20. (Currently Amended) The vehicle seat of Claim 15, wherein the first end of the hinge mechanism includes a first hinge arm is connected ~~at one end~~ in an articulated manner to the vehicle floor and the second end of the first hinge arm is connected ~~at another end~~ in an articulated manner to the hard foam part via the connection such that the seat part moves out of the use position into the not-in-use position, approximately parallel to the seat part in the use position.

21. (Currently Amended) The vehicle seat of Claim 20, wherein the hinge mechanism includes ~~a first hinge pivotable about a first axis and a second hinge pivotable about a second axis, the first hinge coupled to the hard foam part and~~ wherein the second hinge is coupled to the vehicle floor.

22. (Canceled)

23. (Previously Presented) The vehicle seat of Claim 20, wherein the hard foam part is configured to pivot downward so that the seat part is positionable at an incline.

24. (Previously Presented) The vehicle seat of Claim 18, wherein the first recess may be inclined at an angle between 25° to 35° with respect to a horizontal axis.

25. (Previously Presented) The vehicle seat of Claim 21, wherein the seat part is operatively connected to a pivotably mounted backrest of the vehicle seat such that, when the backrest is folded forward from a use position into a not-in-use position, the seat part also shifts from the use position of the seat part into the not-in-use position of the seat part.

26. (Previously Presented) The vehicle seat of Claim 25, wherein the backrest is connected rotatably to a transmission linkage offset with respect to a pivot axis of the backrest, and wherein the backrest is connected to the transmission link by a second hinge arm.

27. (Previously Presented) The vehicle seat of claim 26, wherein the transmission linkage includes, at an end coupled to the first hinge arm, a rack-like toothing suitable, in conjunction with a circular mating toothing formed on the first hinge arm, for producing a torque about any one of the first hinge and the second hinge.

28. (Previously Presented) The vehicle seat of Claim 27, wherein the mating toothing is coupled to the second hinge which is also coupled to the vehicle floor.

29. (Previously Presented) A vehicle seat for use in a vehicle having an interior with a vehicle floor, comprising:

- a backrest;

- a seat part configured to be selectively coupled to the vehicle floor and configured to abut an end of the backrest in a use position, wherein the backrest is configured to recline with respect to the seat part in a rearward direction, away from the seat part, and wherein the backrest is further configured to rotate in a frontward direction, toward the seat part;

- a transmission link coupled to the seat part and backrest; and

- a hinge mechanism coupled to the seat part and the transmission link, and configured to enable the seat part to at least partially pivot about the hinge mechanism;

wherein the hinge mechanism is coupled to a pinion gear engageable with the transmission link in a manner to pivot the seat back in response to the seat part pivoting about the hinge mechanism;

wherein the seat part comprises a first recess and a second recess that are each configured to selectively receive a protrusion from the vehicle floor, and

wherein the hinge mechanism is connected to the seat part such that the hinge mechanism does not transfer weight of a vehicle occupant into the vehicle floor during a crash.

30. (Previously Presented) The vehicle seat of Claim 29, wherein the seat part is configured to pivot in the frontward direction into a not-in-use position, coplanar with the use position.

31. (Previously Presented) The vehicle seat of Claim 30, wherein the seat part comprises a hard part to which the hinge mechanism is coupled, and wherein the seat part further comprises a soft pad coupled to the hard part.

32. (Previously Presented) The vehicle seat of Claim 31, wherein the protrusion is configured to be inserted into the second recess when the seat part is positioned in the not-in-use position.

33. (Previously Presented) The vehicle seat of Claim 29, wherein the transmission link is configured to pivot the backrest in the frontward direction as the seat part pivots in the frontward direction.

34. (Previously Presented) The vehicle seat of Claim 33, wherein the transmission link is configured to pivot the backrest in the rearward direction as the seat part pivots in the rearward direction.

35. (Previously Presented) A vehicle comprising:  
an interior at least partially defined by a vehicle floor, wherein the vehicle floor includes a protrusion; and

a seat assembly, selectively coupled to the vehicle floor; wherein the seat assembly comprises:

a backrest;

a seat part configured to pivot with respect to the backrest at one end between a use position and a not-in-use position, wherein the backrest is further configured to rotate in a frontward direction, toward the seat part, into a not-in-use position;

a transmission link coupled to the seat part and backrest; and

a hinge mechanism coupled to the seat part and transmission link, and configured to enable the seat part to at least partially pivot about the hinge mechanism;

wherein the hinge mechanism is coupled to a pinion gear engageable with the transmission link in a manner to pivot the seat back in response to the seat part pivoting about the hinge mechanism;

wherein the seat part defines a first recess and a second recess into which the protrusion of the vehicle floor is configured to be selectively inserted,

wherein the hinge mechanism is connected to the seat part such that the hinge mechanism does not transfer weight of a vehicle occupant into the vehicle floor during a crash.

36. (Previously Presented) The vehicle of Claim 35, wherein the backrest is further configured to recline with respect to the seat part in a rearward direction, away from the seat part.

37. (Previously Presented) The vehicle of Claim 36, wherein the seat part is configured to pivot in the frontward direction into the not-in-use position of the seat part, coplanar with the use position of the seat part.

38. (Canceled)

39. (Previously Presented) The vehicle of Claim 35, wherein the seat part comprises a hard part to which the hinge mechanism is coupled, and wherein the seat part further comprises a soft pad coupled to the hard part.

40. (Previously Presented) The vehicle of Claim 35, wherein the transmission link is configured to pivot the backrest in the frontward direction as the seat part pivots in the frontward direction.

41. (Currently Amended) A vehicle seat for a motor vehicle, comprising:  
an upholstery part made of a hard foam part and a soft foam pad, wherein the upholstery part is designed as a seat part, wherein the hard foam part defines a first surface having a first portion shaped to be congruent to a contour of an upper surface of a vehicle floor, wherein the seat part is configured to be switchable between a use position with the first portion of the first surface of the hard foam part being configured to positively engage with the contour of the upper surface of the vehicle floor when in the use position, and a not-in-use position; and

a hinge mechanism configured to release the first portion of the seat part from the vehicle floor and shift the seat part into the not-in-use position,

wherein the hinge mechanism is connected to the seat part such that the hinge mechanism does not transfer weight of a vehicle occupant into the vehicle floor during a crash, and

~~The vehicle seat of Claim 15,~~ wherein the first surface has a second portion, the second portion being configured to positively engage with the contour of the upper surface of the vehicle floor when in the not-in-use position.

42. (Previously Presented) The vehicle seat of claim 15, wherein the hinge mechanism is connected to the seat part such that the hinge mechanism only has to absorb the weight of the seat part while the seat part transitions from the use position to the not-in-use position.

43. (Previously Presented) The vehicle seat of Claim 29, wherein the first recess is configured to receive the protrusion from the vehicle floor in the use position of the seat part and the second recess is configured to receive the protrusion from the vehicle floor in a not-in-use position.

44. (Previously Presented) The vehicle of Claim 35, wherein the protrusion of the vehicle floor is configured to be inserted into the first recess in the use position of the seat part and into the second recess in the not-in-use position of the seat part.